

COMMUNITY MEETING #3 SUMMARY

Monday, September 29th, 2014 | 7:00 – 8:30 pm | Beatley Central Library

1 Draft Plan Goals

At the beginning of the meeting, Acting Director, Karl Moritz presented the status of the draft plan goals and welcomed feedback throughout the meeting as well as through [AlexEngage](#). The goal categories that staff initially drafted (September 2nd, 2014) were derived from feedback received at community meetings, Steering Committee meetings, online engagement, and general principles of good planning. Relevant citywide goals, such as improved mobility choices, economic development, and standards for open space were also taken into account. Categories were:

1. Economic Development
2. Land Use
3. Housing
4. Building Height & Size
5. Neighborhood Character & Services
6. Streetscape & Public Space
7. Circulation & Connectivity
8. Parks, Open Space & Recreational Opportunities
9. Sustainability & Environment
10. Implementation

The Steering Committee met on September 25th, 2014 to discuss the above goal categories and further streamlined the plan goals to the list below:

1. Economic Development
2. Land Use
3. Transit Focus
4. Circulation & Connectivity
5. Pedestrian Friendly
6. Parks, Open Space & Recreational Opportunities

These six goals are listed below:

1. Eisenhower West will be an integral part of the City's Eisenhower Valley economic engine in which economic development and employment opportunities are maintained and promoted by capitalizing on the Van Dorn Metro Station, proximity to the Capital Beltway, and the opportunity provided by the presence of large land holdings.
2. Eisenhower West will have a vibrant mix of uses achieved through phased implementation, including a mix of residential and employment opportunities and are able to co-exist with industrial uses remaining in the area long-term.
3. Eisenhower West will be a transit-oriented community, with focused density around transit nodes and corridors.
4. Eisenhower West will have safe, efficient, and linked pedestrian, bicycle, transit, and vehicular mobility thereby providing better access citywide to the future amenities of the area.

5. Eisenhower West will be more pedestrian-friendly by humanizing Van Dorn Street, Pickett Street, and Eisenhower Avenue so that they become safer for pedestrians and more attractive to residents and shoppers.
6. Eisenhower West will have a connected, accessible, and identifiable park and open space system that serves the citywide recreational needs.

2 Community Meeting #2

Deputy Director Susan Eddy and Valerie Berstene with SmithGroupJJR reviewed the results of Community Meeting #2. The summary can be found [here](#).

3 Locating Centers and Connections Small Group Exercise



Merrill St. Leger-Demian introduced the small group exercise for the evening. Attendees participated in a small group exercise where they identified future locations of nodes or centers of activity, connections, and green connections within the plan area. Below are some commonalities that spread across the different groups.

Common Themes

- *Centers/Nodes:* Most groups thought a few nodes/centers were appropriate, with the largest node at Van Dorn Metro station and two smaller nodes at Victory Center and along Pickett Street.
- *Connections:* Most groups thought the appropriate grid of connections for the plan area was a medium-scaled grid, which would allow for a few new streets throughout the plan area and the potential for a finer grain of blocks on in some key areas. Many groups suggested more bike and pedestrian connections over the train tracks.
- *Green Connections:* Most groups agreed that connecting the existing parks through new trails was important and creating a greenway along the south side of Backlick Run would provide further recreation opportunities and connectivity.

Below are images of the summary maps that each table produced along with notes that highlight their choices. These notes also reflect ideas stated during the report out at the end of the meeting.

TABLE 1



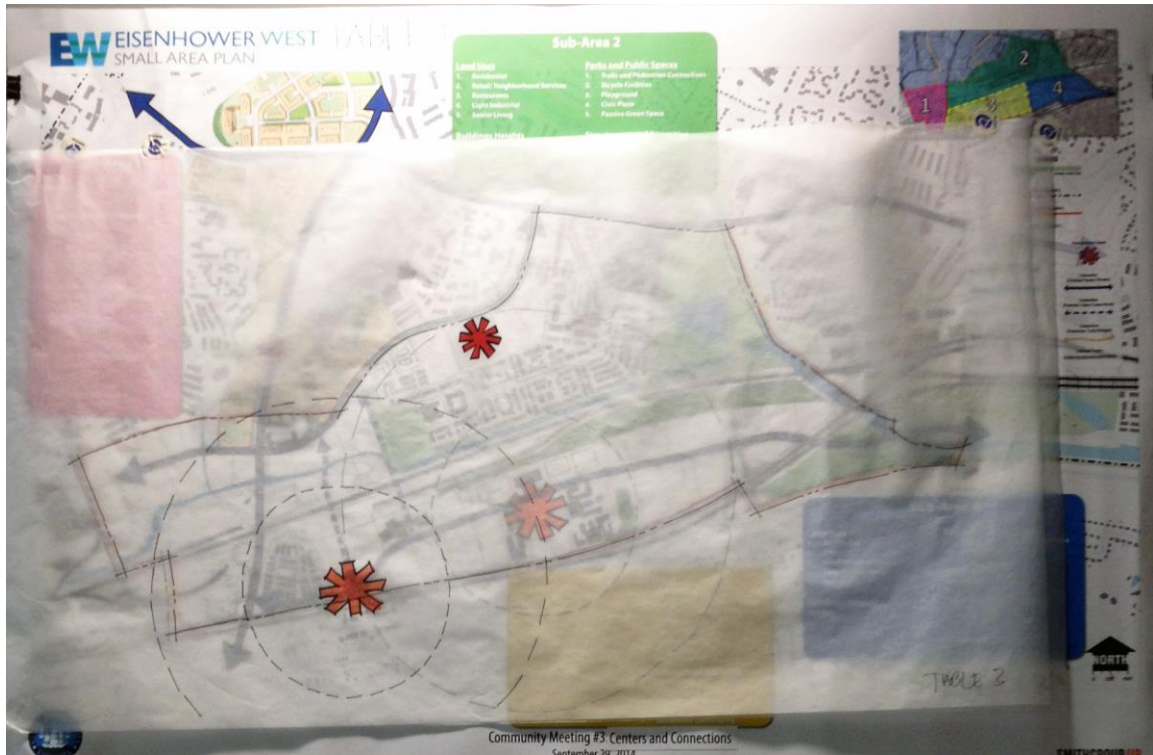
- *Centers/Nodes*: Dispersed multiple nodes, with emphasis at the Metro; Victory Center – just a place; need a coffee shop in a node
- *Connections*: Medium grid; allows for use and development to dictate the finer grid; added pedestrian connections over the tracks; more connections are good; may need to reduce curb cuts
- *Green Connections*: Compliment the Cameron Station/Backlick Run Linear Park with a similar park on the south side of the railroad tracks; green connections to the west not a priority; do want trail on south side to pedestrian bridges

TABLE 2



- *Centers/Nodes*: Dispersed nodes, with emphasis at the Metro, primarily office; Eisenhower Connector as large retail node; 3 small nodes along Pickett; distance between nodes is walkable (5 min to 10 min), which leads to 5 or 6 nodes (we had 6)
- *Connections*: Medium grid with some finer streets, likely at the nodes such as the Metro; Important to have greenway/paths parallel to Eisenhower; include at least 1 additional bike/ped bridge across tracks into/from Cameron Station; access to node at Victory Center and node at Clermont/beltway connection
- *Green Connections*: Enhance and expand upon the existing network; add pedestrian bridges to connect to existing footbridges over the stream; add green corridor at south edge of tracks, continuing along streams to Fairfax County border

TABLE 3



- *Centers/Nodes:* Maximum of 3 nodes to maintain a balance at Metro, Victory Center, and Trade Center; Traffic a concern with too many nodes
- *Connections:* Medium street grids, but add more north-south connections; potential connector between Duke and Eisenhower (east of eastern border, note that there were mixed opinions regarding connector); concerns regarding intrusions into green space; in general, none of the solutions showed them enough north/south connections
- *Green Connections:* Group had different opinions- no consensus; more connections but mix of opinions on how wide those connections should be

TABLE 4



- *Centers/Nodes:* Dispersed nodes; transform Trade Center to more of a green focus-potentially adding green over time; node in sub-area 1 becomes a school with green space and connection to stream; several nodes along Eisenhower to connect the Victory Center, let it be one of a series of attractions; Could be different types of nodes – ‘transit node,’ ‘residential node,’ ‘green node’; Victory Center – add residential since near metro
- *Connections:* Medium grid; connection to walk between metro and Van Dorn retail center; pedestrian paths north/south with green connections
- *Green Connections:* Develop greenway along Eisenhower with branches connecting over to Brenman and Boothe Parks; create greenway in conjunction with eastern multi-modal bridge; link park system to water; green connection for students from Pickett going to Tucker; connect Hensley to metro

TABLE 5



- *Centers/Nodes:* Large node at Metro as an established hub that will draw in people unfamiliar with the area; Victory Center and Trade Center as secondary nodes
- *Connections:* Large grid with additional north-south connections to Cameron Station and northern half of sub-area 1; mix between the larger blocks and middle to establish critical mass during early stages of development; adding connectivity around our hubs
- *Green Connections:* Provide paths along Eisenhower Avenue with pedestrian connections over the tracks; loop Backlick Run linear park around Boothe to western multi-modal connector and over to Pickett; create park space near metro node, behind Covanta and fire station; preserving all existing trails

TABLE 6



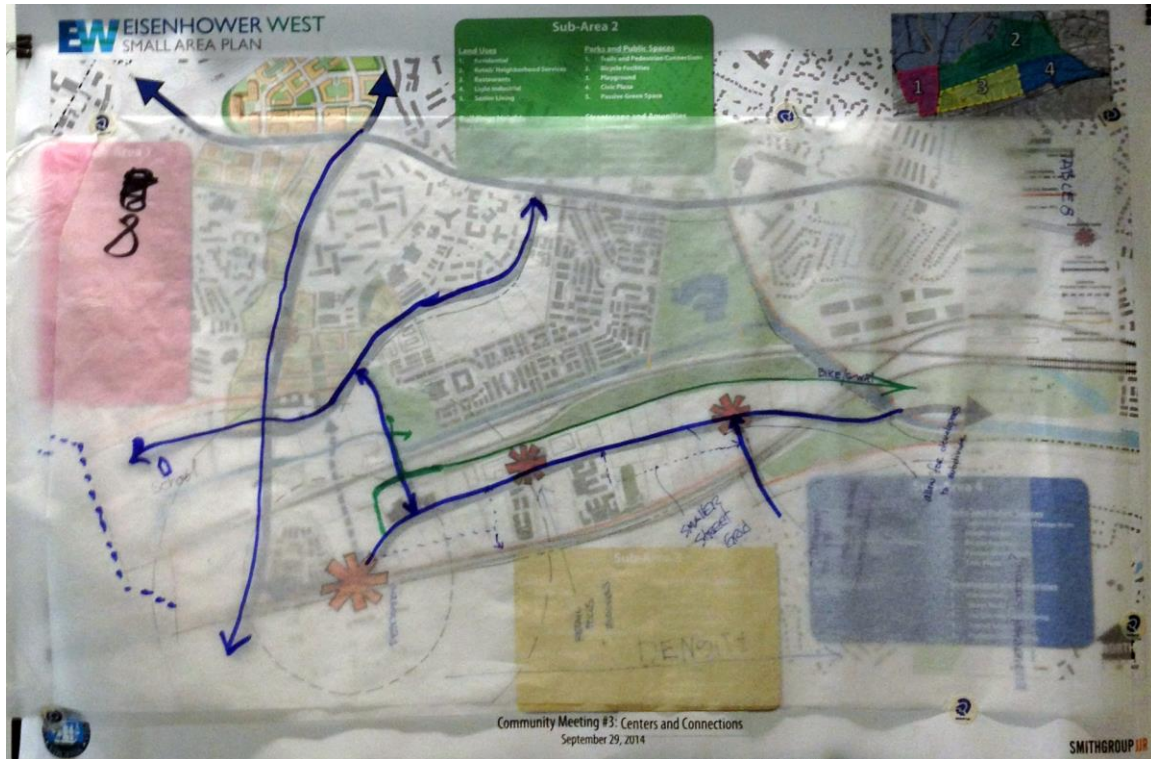
- *Centers/Nodes:* Dispersed nodes with primary/essential ones at Metro, Trade Center, and Sub-Area 1; secondary nodes at Victory Center and Eisenhower Connector
- *Connections:* Medium grid; public transportation as well as pedestrian connections; Medium street grid
- *Green Connections:* Create greenway at eastern multi-modal connector and mirror Backlick Run linear park along south side of tracks with connections to Boothe and Brenman; Brenman Park now a good multi-use trail; bike and walking to metro as possibility; Van Dorn not a good option for connectivity, too busy; Connect between parks such as Boothe and Clermont Park

TABLE 7



- *Centers/Nodes:* Node at each end of the eastern multi-modal connector; larger node at metro; secondary nodes at Eisenhower connector for proximity to the Beltway, and in sub-area 1 for destination in that area
- *Connections:* Medium grid with some smaller blocks on the south side of Eisenhower to create smaller development parcels and kick start new projects here; Connect Farrington to Pickett and Edsall; Add some streets (east/west) off Eisenhower
- *Green Connections:* Enhance continuous greenway along streams from Cameron Run to Fairfax/Turkeycock Run system along the floodplain; create pond with node in sub-area 1 near Pickett and Farrington

TABLE 8



- *Centers/Nodes*: Major node at Metro, secondary at Victory Center and Eisenhower Connector; Destination at Metro, office/retail at Victory Center, neighborhood serving retail further east; school in sub-area 1
- *Connections*: Prefer eastern multi-modal connector, medium grid and let development drive the smaller street network; connectivity around our hubs and connectivity to/from Cameron Station
- *Green Connections*: Linear path along south side of railroad tracks, connects south to metro and north to Boothe

4 Next Steps

Deputy Director Susan Eddy summarized upcoming civic engagement opportunities and announced that participants could provide additional feedback on the draft goals through [AlexEngage](#).